



McCLINTOCK DRIVE – DEL RIO to APACHE

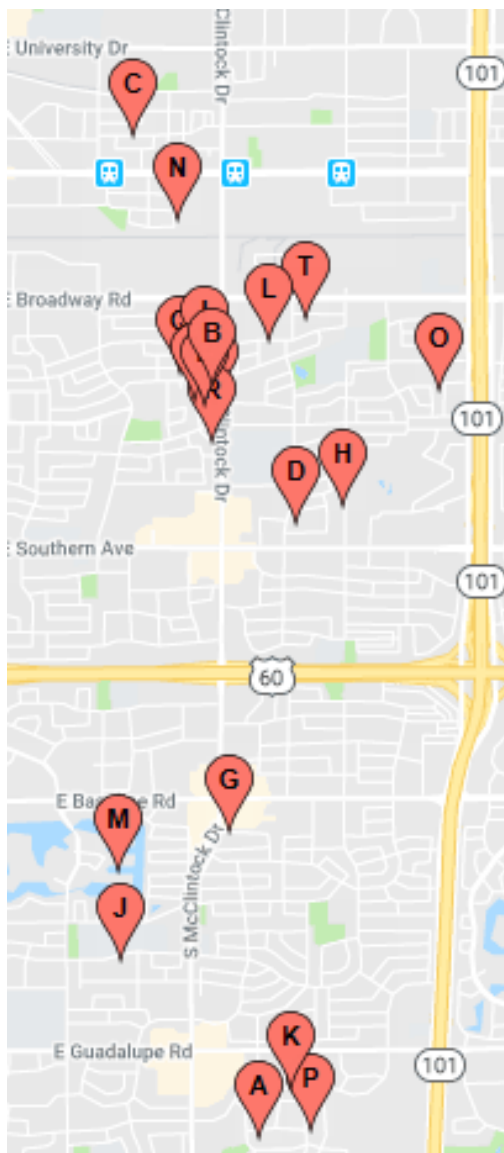
Public Input Summary

Overview

Public meetings were held on May 12 and 16, 2018 to get feedback on design concepts for the street configuration of McClintock Dr. from Del Rio Dr. to just north of Apache Blvd. that would allow for bike lanes on each side, three southbound travel lanes, a center turn lane and two northbound travel lanes.

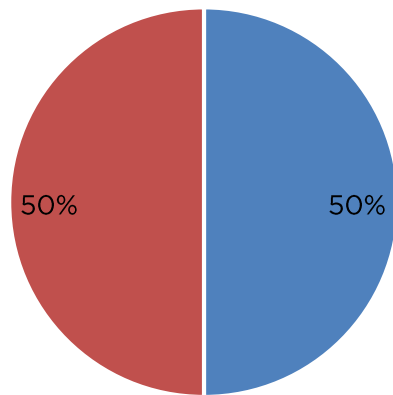
Residents in the project area of Price Rd. to Dorsey Ln. and 8th St. to the southern city border were invited to participate in the process. Fourteen people attended the May 12 meeting and ten attended the May 16 meeting. Surveys were available at the meeting and online from May 12 through May 30, 2018. A total of 22 survey responses were received; 14 at the meeting and 8 online.

Map of Survey Respondents



Survey Results

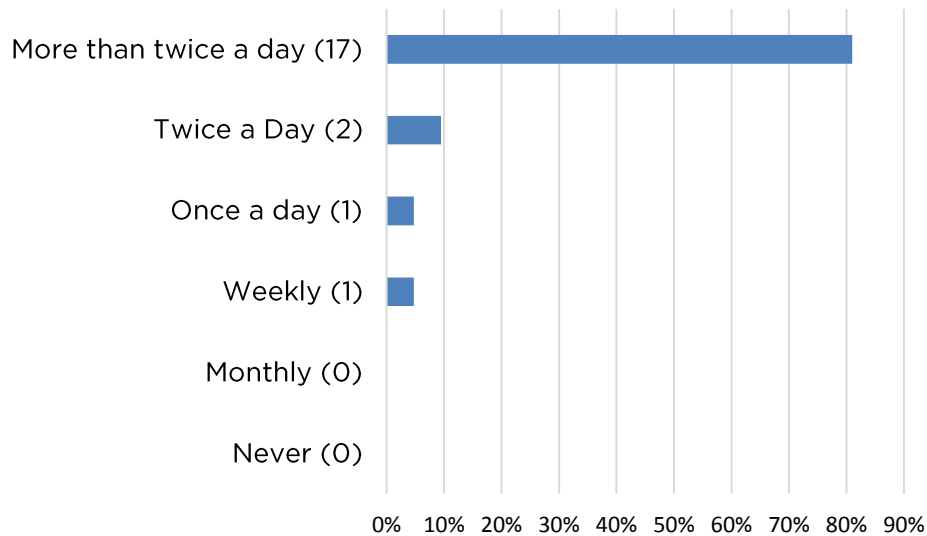
1. Is your home located on a street that directly backs up to McClintock Dr.?



■ Yes (11) ■ No (11)

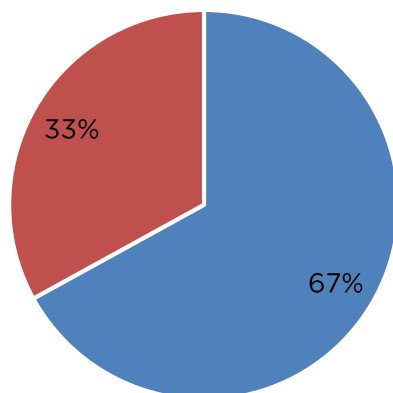
Total responses: 22

2. How often do you use McClintock Dr. as your main entry and/or exit into your neighborhood?.



Total responses: 21

3. Has the re-striping that added back the third southbound travel lane on McClintock Dr. improved your ability to travel on McClintock Dr.?



■ Yes (12) ■ No (6))

Total responses: 18

Why or why not?

Yes Responses:

1. Because bike lanes were unsafe and unused.
2. No widening takes place in this section. McClintock Dr will be restriped to include 3-lanes southbound and 2-lanes northbound with a northbound bike lane. The planter on the west side of will be removed to provide a shared pedestrian/bike facility on the sidewalk.
3. Rush hour traffic southbound is not as bad
4. I work near Guadalupe & McClintock - Further South
5. No back up from Alameda to Del Rio. The only problem on backup was due to lights at Alameda-Campus & Del Rio.
6. With over 35,000 autos & trucks using McClintock Dr. per day, bikes should be eliminated from this street both for the cyclists & auto drivers safety. The city needs a study to find out how many bikes use McClintock each day. From 6am until 6pm I would guess it would be less than 25. To be safe the city would need a 36-48" concrete wall for safety to justify the cost. I would think a minimum of 2,000 bikes would have to use McClintock each day.
7. My home is south of Guadalupe and east of McClintock. The third lane there has NOT been returned. It needs to be returned north and south all the way to the SRP canal.
8. I shop on McClintock between Broadway and Guadalupe. For a while it was difficult turning south on McClintock because traffic was so backed up, and took 10-15 minutes to go from Southern to Baseline. Now it is back to a 5-minute ride and turning south is much easier as traffic seldom backs up which allows the driver to make the turn south.

9. When traffic is heavy on 101-South, and Price frontage, (or there's an accident on 101) everything backs up on McClintock. Changes have helped.
10. The lanes are clearer.
11. Better traffic flow.
12. More lanes plus dedicated turn lanes make driving easier. Most important is dedicated L/R turn lanes and bike lanes so straight bound traffic does not have to stop or slow down for people turning.
13. It lets traffic flow a little bit better but it could be a lot better if there were three lanes for a further distance. There still is a lot of idling which cause more pollution than a moving car.

No Responses:

1. It's often congested trying to turn left into the Sprouts/Planet Fitness parking lot going north on McClintock from Southern. At certain times of the day, I have to continue west on Southern and turn right into the parking lot by Taco Bell in order to get to Sprouts or Planet Fitness, because cars are solidly backed up from Southern to Del Rio and beyond. As for bikes, I seldom see someone crazy enough to ride a bike on McClintock, other than a handful of students in the morning. I hate seeing high school kids trying to ride along McClintock to cross at Del Rio. It is very unsafe there. McClintock is not bike-friendly, and I think bikers are taking huge risks by riding along that road.
2. It bottlenecks on Baseline when it goes back to 2 lanes.
3. Never made a difference one way or another
4. Southbound travel has improved but not between Apache and Del Rio in the afternoon rush hour. There is a significant increase of traffic heading southbound in the afternoons with drivers spilling over from the 101, the access road price to McClintock. Commuting from N. Scottsdale down the 101 to Broadway is hazardous. Ninety nine percent of vehicles on price southbound do not yield to ramp traffic and I witness at least 1 near accident every day I take that route. Instead I play it safe, exit Rio Salado and travel South on McClintock. With only two travel lanes, backups occur from Broadway to nearly University. Additionally, the changes made North of Apache that turns the Westernmost lane into a turn lane for West Apache is often violated by drivers who wish to remain heading south on McClintock. Reverting lanes from University all the way to the US60 southbound should alleviate a significant amount of traffic flow for afternoon rush.
5. My only use of this section would be south of Southern, and honestly I do not go this route during rush hours

4. Please provide comments on the design concept for the northern section of the corridor from Del Rio Drive to just north of Apache Boulevard
 1. When will all of McClintock be restored to its previous design? No one uses unsafe pollution adding bike lanes. This design continues to snarl traffic and waste taxpayer dollars as we idle in cars and watch empty bike lanes.
 2. No widening takes place in this section. McClintock Dr will be restriped to include 3-lanes southbound and 2-lanes northbound with a northbound bike lane. The planter on the west side of will be removed to provide a shared pedestrian/bike facility on the sidewalk.
 3. Southbound rush hour traffic on McClintock at Don Carlos stops in intersection and blocks cross traffic. Intersection should be crosshatched to prevent stopping in intersection. Right lane right turn lane road surface arrow is placed too far back to alert drivers entering Don Carlos intersection. Right lane should be both right turn and straight-ahead traffic.
 4. In general, I approve of the plans. Good job to all. I have one request. I travel daily northbound from my home to work and destinations north. I take Los Feliz behind the high school to avoid pedestrian traffic and then come out Alameda to McClintock. I find the sight line for pedestrians North to be blocked by both the traffic light instrumentation box and random bushes. Since I can see only maybe 5 feet of the sidewalk north of the corner when stopped short of the crosswalk, I have to trust that a pedestrian will see the car hood and stop, and this is not really safe. My request, since the widening is already happening at this intersection, is that the traffic light box be moved out of the corner so as to not be the limiting factor. And that any replaced plants avoid becoming a problem. This may even be worse if the crosswalk is moved back further since the corner of the block wall of the corner house would then be the limiting factor. Maybe it is possible to keep the crosswalk as far towards McClintock as possible?
 5. After studying the map - looks good on the west. Consider on Alameda/McClintock left turn signal going west & going north. Traffic backs up on both directions.
 6. I have no comments on this portion of McClintock as I probably only use this section twice a month.
 7. The expense and environmental impact of widening McClintock cannot be justified by the limited bicycle traffic on such a major and busy street. There are far better uses for taxpayer dollars that will benefit a greater segment of the population. This is foolishness.
 8. It looks good as it was explained to me looking at the display of McClintock Dr.
 9. Looks to make sense - although you "can't please all the people all the time." You are trying!

10. It is good that you are going to add a bike lane on the east side of McClintock between Broadway & Apache Blvd. The west side bicycle lane on McClintock going south is somewhat dangerous when you approach Broadway because cars wanting to make a right turn onto Broadway cross your lane, and they don't see you until it's too late because of the hill.
11. Thank you for choosing to take the extra 4' out of the east side of McClintock at the practice fields. I border the west side with a small yard and was concerned about the sidewalk closer to my wall because of people walking, throwing trash over, etc., so thank you! I think your solution even as it changes sides is the best option!
12. First off, my first opinion is just to put things back the way they were many years ago. 3 lanes south and 2 lanes north except in the areas that allowed 3 lanes north. But using your options here is what I would prefer. Apache to Broadway Alt 3 or Alt 1 NOT 2 because it is WAY too dangerous for the bikers. From Broadway to Southern Alt 1. Southern to Baseline Alt 1. From Del Rio to Baseline Alt. 3. From Baseline to Guadalupe Alt 1. Guadalupe to Elliot Alt. 1.
13. The design concepts look decent but they need to introduce at both intersections of McClintock and Broadway, and McClintock and Apache a dedicated left turn lane (Eastbound). There is constant pedestrian traffic that causes Northbound drivers turning East to yield, this impacting the flow of traffic. Apache appears more significant an intersection for pedestrian traffic due to the light rail. It's a hazard currently as drivers heading North change lanes to the left at the last second rather than brake to the vehicle yielding to pedestrians in the right lane, leaving a trailing vehicle prone to rear-ending the vehicle that's yielding. With the frequency of a West turn arrow at Apache, I'm not sure if two left turn only lanes are necessary, and hence could be utilized to provide a dedicated right turn (Eastbound) lane.

5. **Additional Comments:**

1. No widening takes place in this section. McClintock Dr will be restriped to include 3-lanes southbound and 2-lanes northbound with a northbound bike lane. The planter on the west side of will be removed to provide a shared pedestrian/bike facility on the sidewalk.
2. Southern to Dobson needs to have it restriped. Lines are hard to see when the sun shines on it. Alameda, Del Oro & Campus needs to be designated left. On Alameda needs a dedicated left turn signal. Make Campus light needs to be a dedicated left light.
3. I am only commenting on the portion of McClintock south of U.S. 60 to Guadalupe. This is main portion of McClintock I use.
4. While you are redesigning, I'd love to see you address the mess on Del Rio in front of McClintock High in the morning. Amazing that a student hadn't been seriously hurt, or worse.

5. It may be more expedient to develop the College Ave, Lakeshore/Dorsey and Country Club corridors for bicycle traffic, which would defuse this continuous conflict and make bicycle commuting safer. This would require a bicycle/pedestrian bridge over US60 in line with Dorsey.
6. In the future, data collected should be made public that records vehicle volume by time of day and direction of travel. Patterns in data can greatly assist with decision making and why not utilize Tempe's citizens to assist with this endeavor.